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STAFF REPORT

SUBJECT:

Federal Jobs for Main Street Funding

MEETING DATE:

February 18, 2010

AGENDA ITEM: 10

STAFF CONTACT: Sarkes Khachek, Brittany Odermann

RECOMMENDATION:

Approve FTIP amendment #22 programming transportation projects to be funded from the proposed Jobs for Main Street Act legislation.

SUMMARY:

SBCAG staff has been monitoring the progress of the Jobs for Main Street Act of 2010 (J4MS). which passed the House of Representatives on December 16, 2009. The bill's intent is to create or save jobs with targeted investments for highways and transit, school renovation, hiring teachers, police, and firefighters, small business, job training and affordable housing. These investments are to be paid for by redirecting Troubled Asset Relief Program (TARP) funds from Wall Street to Main Street.

The bill that the House of Representatives approved would require that 50% of the J4MS funding allocated for transportation infrastructure projects be awarded and under contract within 90 days of becoming law. Given this extraordinarily short timeline to deliver federally funded projects, it is important that the state and our region be prepared to move forward with project delivery as soon as the bill is signed. The balance of the funding is proposed for award of contract within one year of apportionment. The Senate still needs to take this bill up, and is expected to do so in short order since the extension of SAFETEA-LU authorization expires at the end of February. The date that FHWA and Caltrans estimate the bill could be signed by the president is March 1st. On January 27th, SBCAG staff was e-mailed the estimated share of funding available to our region along with a request by Caltrans and FHWA to adopt an FTIP amendment in February to program our estimated share of funding to projects.

Caltrans estimates that California's share of funding for roadways will be approximately \$2.6 billion and the Santa Barbara County region could receive approximately \$19.7 million of roadway funding. Current estimates prepared by Caltrans assume that revenues will be distributed in the state using formulas in statute for distributing Surface Transportation Program (STP) funds. STP funds go, by formula, into the State Highway Operation and Protection Program (SHOPP), into the State Transportation Improvement Program (STIP) for regional agency and interregional programming, and directly to regional agencies as RSTP/LSTP. Caltrans estimates \$10.3 million would be apportioned to our region through the RSTP formula, \$8.5 million through the STIP formula and \$0.869 million as STIP-Transportation Enhancement (STIP-TE).

Staff and TTAC are recommending that 50% of the J4MS funding for our region (\$9.8 million) be allocated to the Santa Maria River bridge project to replace Measure A funding currently committed to the project. Because the project is shovel ready and Caltrans is proposing to fund the remaining project shortfall of \$31.6 million with its share of J4MS funding, the 90 day deadline would be met and there is little risk of lapsing funds. The remaining \$9.0 million of roadway J4MS funding would be allocated by formula to local agencies who would have one year to sign construction contracts. Finally, the \$0.9 million in J4MS that must be used for a TE eligible project would be allocated to expand the Orcutt Old Town Streetscape project.

On the transit side, while there is an estimated amount available in the House bill, FTA and Caltrans have not yet provided estimates by region. The transit funding is expected to be distributed by the FTA 5307 and 5311 formulas similar to the American Recovery and Reinvestment Act of 2009 (ARRA).

DISCUSSION:

The Jobs for Main Street Act funding will have very short timelines associated with delivery and be subject to "Use or Lose It" requirements. The House bill indicates that there will be a 90-day timeline to award and be under contract for a portion of the funding.

It is anticipated that all federal requirements will continue to apply to J4MS funding as described in Caltrans' *Local Assistance Procedures Manual*. In general, the following criteria have been suggested by FHWA/FTA to help local agencies prepare for the funding:

- Project should be included in the Regional Transportation Plan (RTP)
- Project should be included in federally approved Federal Transportation Improvement Program (FTIP)
- Project should have federal environmental clearance (NEPA)
- Limited permitting requirements
- No R/W issues
- Able to award and be under contract within 90 days for half of a region's funding, and 1
 year for the other half of a region's funding.

FHWA is requiring formal FTIP amendments to include the additional federal funding in the current four-year program. SBCAG staff is involved in discussions with Caltrans and FHWA to streamline the programming process. Projects must be included in the federally approved FTIP before federal stimulus funding can be obligated. Similar to the process followed under ARRA, staff proposes to add a variety of lump sum local placeholder projects to the FTIP that can be amended administratively once the outcome of the bill is certain. These lump sum categories include:

FTIP ID	Project Name	
VAR09	Streets and Roads Projects	
VAR10	Bridge Projects	
VAR11	Bicycle and Pedestrian Projects	

FHWA requested that regional agencies approve "speculative" FTIP amendments in February based on revenue estimates they and Caltrans have provided for roadway funding. In response, SBCAG staff has developed funding allocation options for Board approval and inclusion in the FTIP. SBCAG must take action on a recommendation at the February 18th

board meeting. This will allow projects to proceed without delay if J4MS is enacted as early as March 1st.

ROADWAY STIMULUS FUNDS:

The House of Representatives bill uses the federal Surface Transportation Program (STP) formula to distribute stimulus funds to the states. Within California, there is a statute that governs how STP funds are allocated within the State. Following current statute, Caltrans estimates our region's share of J4MS roadway funding to be \$19.7 million, broken out as \$10.3 million distributed through the statutory formula for RSTP, \$8.5 million distributed as regional STIP, and \$.869 M as STIP-TE. Even though the funds are being distributed using existing formulas, the SBCAG Board has the discretion to allocate its entire share of the funding to eligible projects within the region as discretionary funding.

The state will also receive a share of stimulus funding through the STIP-Interregional program and presently, they have proposed that \$31.6 million of that share be programmed to the Santa Maria River Bridge widening project as part of a SLOCOG FTIP amendment. The bridge has right of way clearance and is ready-to-list. Caltrans has reported that this project can be awarded and under contract within 90 days of the passage of the bill.

Attachment A to this staff report provides a statewide funding flow chart and Attachment B shows the distribution breakdown by region.

Programming Recommendation

Due to the short timeline associated with having a project awarded and under contract, SBCAG staff is aware that local agencies may have difficulty obligating and awarding J4MS funding especially since none of the normal federal requirements are being waived. At least 50% of the region's apportionment must be allocated to a project(s) that can meet the 90-day deadline. SBCAG staff is aware of very few projects that can be under contract in this time frame. However, the Caltrans proposal to fund the Santa Maria River Bridge widening could assist our region in reaching this goal.

There is currently \$10 M of Measure A funding programmed to the Santa Maria River Bridge project. If J4MS moves forward, Caltrans expects to have this project awarded and under contract within the 90-day time frame. SBCAG can use its regional share of J4MS funding to potentially backfill up to \$10 M of Measure A. This would free up our measure funds for use on the Highway 101 HOV or other named measure projects and help the region meet the 50%-award-in-90-days requirement. This is an opportunity to leverage some of our local, fiscally constrained measure dollars to advance the construction of a regional priority project that is truly ready to go. Taking this into account, SBCAG staff prepared the following programming recommendation as described below.

To meet the requirement to award and have under contract 50% of the J4MS apportionment (\$9.8 million) within 90 days, the recommendation is to program this amount to the Santa Maria River bridge project. Of this amount \$8.5 million is distributed through the STIP formula and \$1.3 million through the RSTP formula. This would allow \$9.8 million of Measure A funds that are currently programmed on this project to be backed out and reprogrammed to advance the Highway 101 HOV or other named measure projects. The \$9.0 million balance of J4MS distributed through the RSTP formula is allocated to each local jurisdiction using a population formula and local agencies would have one year to award construction contracts for those shares under the current proposed bill.

The proposal to replace Measure A funding for the Santa Maria bridge with J4MS funding provides a low risk way to ensure that the 90 day deadline is met and that no funds allocated to our region lapse. It also provides the local agencies with funding that have a more reasonable deadline of one year to award and sign construction contracts.

The TE share of J4MS is recommended for the Old Town Orcutt Streetscape project that was partially funded, and partially completed, with ARRA stimulus monies. The \$869,000 in additional TE will allow the County to extend the sidewalk and streetscaping improvements through more of the Old Town community. The backup project is Phase II of the Alan Hancock Bike Path project in the City of Lompoc which will be funded from the STIP-TE program in FY 10/11, unless the Old Town Orcutt project is unable to utilize the J4MS funding as anticipated.

Table 1 is attached to the staff report showing the allocation by project/agency as described above. It is recommended that the board adopt an amendment to the FTIP to program the potential funds received from Jobs for Main Street to these projects. If a lesser amount of funding comes to the region than estimated after the bill is actually passed, the amounts allocated would be proportionately, and administratively, reduced for each project.

Under the recommended programming, the County of Santa Barbara would receive a total of about \$3.9 million including \$3.0 million for roadway projects and \$0.9 million for TE projects that would fund the Orcutt Old Town Streetscape project. In December, Supervisor Centeno raised concern about the need to fund repairs to Cottonwood Canyon Road which was damaged by heavy firefighting equipment during the La Brea fire and requested the board's support for identifying \$700,000 needed for the repairs. The list of projects recommended for J4MS funding includes \$700,000 from the County's share for Cottonwood Canyon to address Supervisor Centeno's concern.

COMMITTEE REVIEW:

The funding allocations included in Table 1 were unanimously approved by the Transportation Technical Advisory Committee (TTAC) at its February 4 meeting. The Cottonwood Canyon line item was added to the table based on conversations between the County and SBCAG staff that occurred after the TTAC meeting.

RECOMMENDATION:

Approve FTIP amendment #22 programming transportation projects to be funded from the proposed Jobs for Main Street Act legislation.

ATTACHMENTS:

Attachment A: Funding Flow Chart

Attachment B: Preliminary Distribution Breakdown by Region
Attachment C: EZ Trak FTIP Report for Amendment #22
Attachment D: J4MS Streets and Roads Grouped Lump Sum
Attachment E: J4MS Bridge Projects Grouped Lump Sum

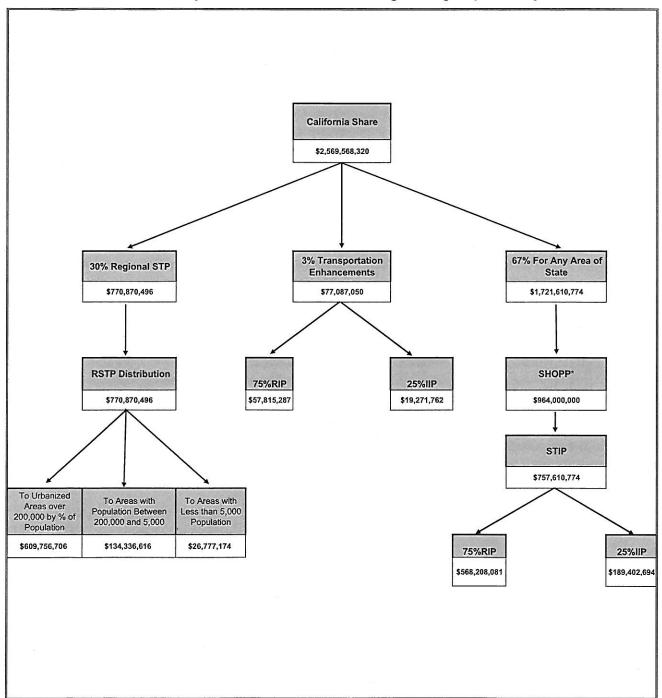
Attachment F: J4MS Bicycle and Pedestrian Projects Grouped Lump Sum

Attachment G: FTIP Amendment #22 - Resolution 10-08
Table 1: Jobs for Main Street Programming Proposal

California Department of Transportation

Office of Federal Transportation Management Program

Jobs for Main Street Act of 2010
Preliminary Distribution Chart for Initial Programming Purposes Only



Note: This distribution is subject to change

^{*} This amount includes \$428,697,000 initially loaned to Proposition 1B.

California Department of Transportation Office of Federal Transportation Management Program

Preliminary Distribution Breakdown for Initial Programming Purposes Only Jobs for Main Street Act of 2010

	\$ 770,870,335	\$ 568,208,081	\$ 57,815,287 \$	428,697,000 \$	535,303,000 \$	189,394,000	\$ 11,391,000	
RTPA/MPO	RSTP	STIP - RIP	TE-RIP	BOND*	SHOPP	STIP-IIP	TE-IIP	TOTAL
Metropoitan Transportation Commission (MTC)	\$ 155,375,414	\$ 100,129,211	\$ 10,188,167 \$	23,310,000 \$	149,682,000 \$		\$ 626,000	\$ 439,310,792
Sacramento Area Council of Governments (SACOG)	\$ 34,819,162	23,972,873	2,439,245	64,250,000	+	401,000		
El Dorado County Transportation Commission	\$ 1,940,418	\$ 2,523,743	\$ 256,791			+	1,100,000	\$ 5,820,952
Placer County Tranportation Commission	4,619,616	4,014,472	\$ 408,473	69	13,268,000		\$ 500,000	\$ 22,810,562
Tahoe Regional Planning Agency (TRPA)	-	1,045,468	106,377		\rightarrow			
Southern California Association of Governments (SCAG)	377,687,589	246,026,242		208,708,000	133,654,000 \$	25,351,000	\$ 3,807,000	-
Con Pounding County Transportation Authority	217,640,767	126,164,140	12,837,227		133,654,000			
san bernaramo County Iransportation Commission	39,225,274			47,348,000				
Kiversiae County Iransportation Commission	34,561,949	27,016,715	2,748,956				\$ 1,103,000	
Vaniture County Transportation Commission	47 677 764	38,723,523		161,360,000	6	000 750 50		N .
Immarial County Transportation Commission	11,011,134	6 17,110,113	090,573,040		9	75,357,000	\$ 2,704,000	
Association of Monterny Bay Area Governments (AMBAC)	16 969 960	12 897 677	4 1 312 341					21 170 078
Transportation Agency for Monterey County	9 887 966	7.317.046						
San Benito County Council of Governments	1,229,225	+-						
Santa Cruz County Regional Transportation Commission	5.852.769	4,255,552						\$ 10.541,324
Apine County Transportation Commission	133,885	583,539						
Amador County Transportation Commission	490,892	1,340,627						1
Butte County Association of Governments (BCAG)	4,706,519	3,942,328	\$ 401,133					
Calaveras County Transportation Commission	364,074	1,563,924						\$ 2,087,128
Colusa County Transportation Commission	413,456	\$ 1,037,385	\$ 105,554					
Council of Fresno County Governments (COFCG)	17,545,724	\$ 14,249,439	\$ 1,449,883 \$	21,000,000 \$	24,570,000			\$ 78,815,046
Del Norte County Transportation Commission	634,718	\$ 999,063	\$ 101,655					\$ 1,735,436
Glenn County Transportation Commission	603,759	\$ 1,107,852	\$ 112,724					\$ 1,824,336
Humboldt County Transportation Commission	2,818,123		\$ 406,035					
Inyo County Transportation Commission	955,729	\$ 5,443,120	\$ 553,839				\$ 500,000	\$ 7,452,687
Kern County Council of Governments (KCOG)	$\overline{}$	18,795,641	-					\$ 35,833,778
Kings County Regional Planning Agency (KCAG)	3,199,086	2,809,317						\$ 6,294,251
Lake County/City Area Planning Council	1,086,363	1,705,947					\$ 122,000	\$ 3,087,891
Lassen County Transportation Commission	740,774			S	8,760,000			\$ 12,289,709
Madera County Transportation Commission (MCTC)	2,467,214	2,531,977						\$ 5,256,820
Mariposa County Transportation Commission	160,932	1,031,058						
Mendocino Council of Governments	-	3,763,846			S	146,891,000	\$ 236,000	\$ 152,990,237
Merced County Association of Governments	5,054,316	4,550,026	\$ 462,966					
Modoc County Transportation Commission	377,083	1,344,013						
Mono County Transportation Commission	-	4,040,254						
Nevada County Transportation Commission	1,640,805	2,106,509	\$ 214,338 \$	16,500,000	S	2,451,000		
Plumas County Transporttaion Commission	312,155	-						
San Diego Association of Governments (SANDAG)	62,779,343	41,773,600	4,250,472	,	12,301,000			\$ 121,104,416
San Joaquin County Council of Governments (SJCOG)	12,704,967		944,146	6,766,000				
San Luis Obispo Council of Governments (SLOCOG)		7,497,033		86,379,000			\$ 4,500,000	\$ 104,797,685
Charte County Derional Transportation Disming Agama	2 405 442	10500,401	420.755	-	200 000			
Signa County Transportation Commission	423 005	-	400,100	9	2,700,000			018,008,01
Sidilion County Transportation Commission	133,000	10,101			000 000 00			1
Statistics County 1 ransportation Commission	1,042,000	7,986,587		A	23,000,000			
Stabishaus Council of Governments (StanCOG)	-	7,191,433		+	200			
Tenama County Transportation Commission	C88'60L'L	2,1/4,8/2		1,784,000 \$	000,008,6			
Tilary County Accordation of Consuments (TCAC)	120,105	1,551,626		•	000 000 00			1,966,556
Turile County Association of Governments (LCAG) Tuchuma County/Cities Area Planning Council		4 750 877	470,079	A	-	44 200 000		
ruominio County/Cites Area Damining County	0 / 000,000,1	1,10,001,1	0/1/8/1			14,500,000	-	- 15
Note: I his distribution is subject to change.	\$ 770,870,335	\$ 568,208,081	\$ 57,815,287 \$	428,697,000 \$	535,303,000 \$	189,394,000	\$ 11,391,000	\$ 2,561,678,703
 This amount is initially loaned to Proposition 1B. 								

Summary of Changes
Formal Amendment - Amendment #22

MPO FTIP ID	MPO FTIP ID PROJECT TITLE	DESCRIPTION OF CHANGE	FISCAL IMPACT
VAR09	J4MS Streets and Roads Projects	Addition of Grouped Project Lump Sum for Streets and Roads projects funded with J4MS Revenue.	\$17,473,420
VAR10	J4MS Bridge Projects	Addition of Grouped Project Lump Sum for Bridge projects funded with J4MS Revenue.	\$120,000
VAR11	J4MS Bicycle and Pedestrian Projects	Addition of Grouped Project Lump Sum for Bicycle and Pedestrian projects funded with J4MS Revenue.	\$2,092,690

TOTAL FISCAL IMPACT: \$19,686,110

Santa Barbara County Association of Governments 2009 Federal Transportation Improvement Project List

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SECAGID VAR11			Implementing Agency Various Agencies	Agencies			
SBCAG ID #	Last Revised	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
VAR11	Amendment 22	09/10	Other Fed - Economy Recovery			\$2,092,690	\$2,092,690
Project Manager Sarkes Khachek	Phone (805) 961-8913			0\$	0\$	\$2,092,690	\$2,092,690
Estimated Total Project Cost \$2,092,690	RTP ID Number n/a						
Project Title Santa Barbara County Jobs For Main Street	s For Main Street						
(J4MS) Grouped Projects: Bicycle and Pedestrian	Bicycle and Pedestrian						
Jobs For Main Street (J4MS) Lump Sum for	S) Lump Sum for						
Bicycle and Pedestrian Projects in Santa Barbara	jects in Santa Barbara						
County							
Federal	Total Cost \$2,092,690				¥S		

SECAGID VAR10			Implementing Agency Various Agencies	gencies			
SBCAG ID#	Last Revised	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
VAR10	Amendment 22	09/10	Other Fed - Economy Recovery			\$120,000	\$120,000
Project Manager Sarkes Khachek	Phone (805) 961-8913			\$0	0\$	\$120,000	\$120,000
Estimated Total Project Cost \$120,000	RTP ID Number n/a						
Project Title Santa Barbara County Jobs For Main Street	s For Main Street						
(J4MS) Grouped Projects: Bridge Projects	Bridge Projects						
Jobs for Main Street (J4MS) Lump Sum for Bridge	3) Lump Sum for Bridge						
Projects in Santa Barbara County.	County.						
Federal	Total Cost \$120,000						

Santa Barbara County Association of Governments 2009 Federal Transportation Improvement Project List

							10000
SECAGID VAR09			Implementing Agency Various Agencies	gencies			
SBCAG ID #	Last Revised	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
VAR09	Amendment 22	2 09/10	Other Fed - Economy Recovery			\$8.536.407	\$8,536,407
Project Manager	Phone	09/10	Other Fed - Economy Recovery			\$8,937,013	\$8,937,013
Sarkes Khachek	(805) 961-8913	=		0\$	0\$	\$17,473,420	\$17,473,420
Estimated Total Project Cost \$17,473,420	RTP ID Number n/a						
Project Tille Santa Barbara County Jobs For Main Street	os For Main Street						
(J4MS) Grouped Projects: Streets and Roads	Streets and Roads						
Profession Street (J4N/	projects aproon Jobs for Main Street (J4MS) Lump Sum for Streets						
and Roads Projects in Santa Barbara County.	nta Barbara County.						
Federal	Total Cost \$17,473,420	120					

FTIP Amendment #22 - Jobs For Main Street (J4MS) Projects Lump Sum Back-up List Streets and Roads Projects (SBCAG FTIP ID: VAR09)

Project ID	Implementing Agency	Project Title	Project Description	J4MS Allocation
VAR09A	City of Buellton	City of Buellton J4MS Project – Street Pavement Rehabilitation and Overlays	Street pavement rehabilitation and overlays on various streets and roads in the City of Buellton	\$98,627
VAR09B	City of Carpinteria	City of Carpinteria- J4MS - Street Pavement Rehabilitation	Pavement Rehabilitation of various streets in the City of Carpinteria.	\$299,814
VAR09C	City of Goleta	City of Goleta - J4MS - Grind and Overlay portions of various streets	Asphalt overlay (grind and replace) on various streets in the City of Goleta	\$634,126
VAR09D	City of Guadalupe	City of Guadalupe - JS4MS - Street Pavement Rehabilitation and Overlays	Street Pavement Rehabilitation and Overlays on various streets and roads in the City of Guadalupe	\$135,955
VAR09E	City of Lompoc	City of Lompoc J4MS Project – Street Pavement Rehabilitation and Overlays	Street pavement rehabilitation and overlays on various streets and roads in the City of Lompoc	\$892,470
VAR09F	City of Santa Barbara	City of Santa Barbara - J4MS - Pavement Overlay and Maintenance	Pavement maintenance and roadway drainage improvements on various streets in the City of Santa Barbara	\$1,183,816
VAR09G	City of Santa Maria	City of Santa Maria J4MS Project – Street Pavement Overlays, and Roadway Lighting	Street pavement overlays, associated concrete work, and street lighting fixture replacements on various streets and roads in the City of Santa Maria	\$1,025,557
VAR09H	City of Santa Maria	City of Santa Maria J4MS Project - Chip Seal	Chip Seal of various streets and roads in the City of Santa Maria	\$900,000
VAR09I	County of Santa Barbara	Santa Barbara County - J4MS - Roadway Rehab	Road rehabilitation/surface treatments on various roads in Santa Barbara County, including Cottonwood Canyon Road.	\$2,460,000
VAR09J	Caltrans	US 101 Santa Maria River Bridge Project	Widen the Santa Maria River bridge from four to six lanes on US 101	\$9,843,055

TOTAL \$17,473,420

FTIP Amendment #22 - Jobs For Main Street (J4MS) Projects Lump Sum Back-up List Bridge Projects (SBCAG FTIP ID: VAR10)

Project ID	Project ID Implementing Agency	Project Title	Project Description	J4MS Allocation
VAR10A	VAR10A County of Santa Barbara	County of Santa Barbara- J4MS - Bridge Maintenance and Repair	Bridge maintenance and repair of county bridges.	\$120,000

ı		1
The second secon	\$120,000	
	TOTAL	

FTIP Amendment #22 - Jobs For Main Street (J4MS) Projects Lump Sum Back-up List Bicycle and Pedestrian Projects (SBCAG FTIP ID: VAR11)

Project ID	Project ID Implementing Agency	Project Title	Project Description	J4MS Allocation
VAR11A	City of Santa Barbara	City of Santa Barbara - J4MS - Bike, Pedestrian and safety improvements	Intersection Improvements, Access Ramp and Sidewalk Intill and Maintenance improvements	\$695,257
		City of Solvang J4MS Project – Sidewalk and	Construction of missing sidewalks and access	1
VAKTIB	City of Solvang	Access Ramp Construction	ramps on various streets in the City of Solvang	\$113,317
WABAAC	WAB41C County of Santa Barbara	Santa Barbara County - J4MS - Hardscape	Curb, gutter, sidewalk repair at various County	£44E E2E
)	County of Salita Balbara	Repair	locations	000,014¢
		Pac cyle SMM whates carried chars	Streetscape repair and installation, circulation	
VAR11D	County of Santa Barbara	Dodotrion Refer Improvements	improvements, bike lane improvements, and	\$868,580
		redstilall Salety Illipiovellients	intersection improvements in Old Town Orcutt.	
			Construct Class 1 bikeway connector to Alan	
VAR11E	City of Lompoc	Alan Hancock Bike Path Project	Hancock in City of Lompoc, from Santa Ynez River	\$1
			bridge to Alan Hancock Campus.	

TOTAL \$2,092,690

TABLE 1 Jobs for Main Street Programming Recommendation

Total Estimated Funding:

Roadway Funding: TE Funding :

\$18,817,529

\$868,581 **\$19,686,110** \$9,843,055

Total
50% Award in 90 Days (min)

	Award	and Under Contract Wi	thin 90 Days	
Agency	Project Name	Roadway Allocation	J4MS source	Comments
SBCAG	Hwy 101/Santa Maria River Bridge	\$8,536,407 \$1,306,648	STIP-RIP	Back out \$9.843 m Measure A funding from bridge; reprogram it to advance Hwy 101 HOV or other named measure projects. Assumes \$31.6 m in J4MS STIP interregional funding or Prop 1B bond funds are programmed to project.
	Total:	\$9,843,055		

8	Award	and Under Contract Wi	thin One Year	H31 PH ¹
Agency	2009 Population	Roadway Allocation	J4MS source	Comments
City of Buellton	1.10%	\$98,627		
City of Carpinteria	3.34%	\$299,814]	
City of Goleta	7.07%	\$634,126	1	
City of Guadalupe	1.51%	\$135,955]	Total available to program = \$8,974,474. These funds ar
City of Lompoc	9.94%	\$892,470	RSTP	subject to the one year requirement.
City of Santa Barbara	20.94%	\$1,879,073	1	
City of Santa Maria	21.46%	\$1,925,557	1	
City of Solvang	1.26%	\$113,317]	
County of Santa Barbara		\$2,295,535	1	Funds allocated to Cottonwood Canyon may need to be
Cottonwood Canyon Road	33.38%	\$700,000		exchanged with Measure D/A Local Streets or other
County Subtotal		\$2,995,535		funding allocated to County
Agency	Project Name	Roadway Allocation	J4MS source	Comments
County of Santa Barbara	Old Town Orcutt Streetscape	\$868,581	STIP-TE	TE project. Additional funding for an ARRA funded project. Est, project cost = scalable
	Total:	\$9,843,055		

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Santa Barbara County Association of Governments

AMENDMENT #: 22 (Differences between Amendment #18 and Amendment #21)

		NT #: 22 (Differences between Amendment #18 and Amendment #21) REVENUE (DOLLARS X 1,000)									
FUNDING SOURCE		2008/09		200	09/10	2010/11		20	11/12	CURRENT	
033		Previous - 21	Current - 22	Previous - 21	Current - 22	Previous - 21	Current - 22	Previous - 21	Current - 22	TOTAL	
	Other local - general fund	\$6,466	\$6,466	\$3,828	\$3,828	\$6,579	\$6,579	\$241	\$241	\$17,114	
LOCAL	Sales Tax - county	\$10	\$10	\$675	\$675	\$0	\$0	\$0	\$0	\$685	
2	Sales Tax - other	\$10,283	\$10,283	\$7,825	\$7,825	\$7,955	\$7,955	\$7,953	\$7,953	\$34,016	
	State Highway Operations and Protection Program (SHOPP)	\$16,759 \$23,933	\$16,759 \$23,933	\$12,328 \$37,035	\$12,328 \$37,035	\$14,534 \$22,817	\$14,534 \$22,817	\$8,194	\$8,194	\$51,815	
	SHOPP (Including Augmentation)	\$23,933	\$23,933	\$37,035	\$37,035	\$22,817	\$22,817	\$41,938 \$41,938	\$41,938 \$41,938	\$125,723 \$125,723	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362	
STATE	STIP (Including Augmentation)	\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362	
ST	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1B	\$349	\$349	\$239	\$239	\$55,184	\$55,184	\$302	\$302	\$56,074	
	Traffic Congestion Relief Program Other (State)	\$0 \$5,699	\$0 \$5,699	\$922 \$696	\$922 \$696	\$0 \$290	\$0	\$0	\$0	\$922	
	State Total	\$34,045	\$34,045	\$45,041	\$45,041	\$97,057	\$290 \$97,057	\$0 \$110,623	\$0 \$110,623	\$6,685 \$286,766	
	Bus and Bus Related Grants (5309c)	\$475	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$475	
	Elderly and Disabled Transportation Program (5310)	\$89	\$89	\$0	\$0	\$0	\$0	\$0	\$0	\$89	
_	Job Access and Reverse Commute Program (5316)	\$212	\$212	\$155	\$155	\$0	\$0	\$0	\$0	\$367	
FEDERAL TRANSIT	New Freedom (5317)	\$63	\$63	\$63		1030		660	100		
¥	Nonurbanized Area Formula Program (5311)			ii e	\$63	\$0	\$0	\$0	\$0	\$126	
Ϋ́		\$178	\$178	\$183	\$183	\$189	\$189	\$195	\$195	\$745	
EDE	Urbanized Area Formula Program (5307)	\$7,678	\$7,678	\$7,857	\$7,857	\$8,014	\$8,014	\$8,175	\$8,175	\$31,724	
ш	ARRA - 5307	\$8,206	\$8,206	\$0	\$0	\$0	\$0	\$0	\$0	\$8,206	
	ARRA - 5311	\$279	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279	
	Federal Transit Total	\$17,180	\$17,180	\$8,258	\$8,258	\$8,203	\$8,203	\$8,370	\$8,370	\$33,526	
	Federal Highway Discretionary Programs						100 mm				
	High Priority Projects (HPP)	\$1,883	\$1,883	\$3,580	\$3,580	\$0	\$0	\$0	\$0	\$5,463	
	High Risk Rural Road (HRRR)	\$982	\$982	\$476	\$476	\$0	\$0	\$0	\$0	\$1,458	
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	so	
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Federal Highway Discretionary)	\$116	\$116	\$587	\$587	\$0	\$0	\$0	\$0	\$703	
	Subtotal	\$2,981	\$2,981	\$4,643	\$4,643	\$0	\$0	\$0	\$0	\$7,624	
>	Federal Highway Non-Discretionary Programs	CARL OF CARLONIA		Marie Control Marie Control of the	and the state of t		The second second	AMERICAN STRUCTURE PARTY.	Contraction of the Lands and the Lands		
HIGHWAY	Highway Bridge Program (HBP)	\$19,154	\$19,154	\$4,991	\$4,991	\$5,816	\$5,816	\$2,335	\$2,335	\$32,296	
	Highway Safety Improvement Program (HSIP)	\$624	\$624	\$69	\$69	\$1,280	\$1,280	\$961	\$961	\$2,934	
Ž	Safe Routes to School (SRTS) (SAFETEA-LU)	\$902	\$902	\$379	\$379	\$0	\$0	\$393		Taken in the	
FEDERAL		0900900000	000/00/00/00	12/04/07	10000000	10000000	0000000	2000	\$393	\$1,674	
_	Surface Transportation Program (Regional)	\$2,980	\$2,980	\$0	\$0	\$549	\$549	\$0	\$0	\$3,529	
	American Recovery and Reinvestment Act (ARRA) RSTP	\$19,455	\$19,455	\$0	\$0	\$0	\$0	\$0	\$0	\$19,455	
	American Recovery and Reinvestment Act (ARRA) TE	\$0	\$0	\$568	\$568	\$0	\$0	\$0	\$0	\$568	
	Stirn2 - State	\$0	\$0	\$0	\$8,536	\$0	\$0	\$0	\$0	\$8,536	
	Stim2 - Local	\$0	\$0	\$0	\$10,281	\$0	\$0	\$0	\$0	\$10,281	
	Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	
	Subtotal	\$43,115	\$43,115	\$6,007	\$24,824	\$7,645	\$7,645	\$6,189	\$6,189	\$81,773	
	Federal Highway Total	\$46,096	\$46,096	\$10,650	\$29,467	\$7,645	\$7,645	\$6,189	\$6,189	\$89,397	
	FEDERAL TOTAL	\$63,276	\$63,278	\$18,908	\$37,725	\$15,848	\$15,848	\$14,559	\$14,559	\$122,923	
-	GRAMMED TOTAL	\$114,080	\$114,080	\$76,277	\$95,094	\$127,439	\$127,439	\$133,378	\$133,376	\$461,504	

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local toffs and other

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zwo" or not applicable.

State: Subtotal a sum of SHOPS, STIP, TCRP, STAC, Carryover and Other STIP TE data not separately available for the MTC 2000 RTP.

The category of 'Other (State)' includes: LSTP and RSTP State Exchange Funds.

Federal: Overall federal subtobal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., kreet highways, park roads etc.)

The category of 'Other (Federal Highway Discretionary)' Includes: SEC 117 Surface Transportation Projects.
The category of 'Other (Federal Highway Non-Discretionary)' includes: Local HES and Office of Yraffic Safety Funds
Total; is a sum of local, regional, state, foderal and innovative finance revenue sources. Double-counting has been avoided

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Santa Barbara County Association of Governments

AMENDMENT #: 22 (Differences between Amendment #21 and Amendment #22)

100		NT #: 22 (Differences between Amendment #21 and Amendment #22) PROGRAMMED (DOLLARS X 1,000)									
	FUNDING SOURCE	2008/09		2009/10		201	0/11	20	11/12	CURRENT	
	And the second s	Previous - 21	Current - 22	Previous - 21	Current - 22	Previous - 21	Current - 22	Previous - 21	Current - 22	TOTAL	
	Other local - general fund	\$6,466	\$6,466	\$3,828	\$3,828	\$6,579	\$6,579	\$241	\$241	\$17,114	
OCAL	Sales Tax - county	\$10	\$10	\$675	\$675	\$0	so	\$0	\$0	\$685	
2	Sales Tax - other Local Total	\$10,283	\$10,283	\$7,825	\$7,825	\$7,955	\$7,955	\$7,953	\$7,953	\$34,016	
_	State Highway Operations and Protection Program (SHOPP)	\$16,759 \$23,933	\$16,759 \$23,933	\$12,328 \$37,035	\$12,328 \$37,035	\$14,534 \$22,817	\$14,534 \$22,817	\$8,194 \$41,938	\$8,194 \$41,938	\$51,815 \$125,723	
	SHOPP (Including Augmentation)	\$23,933	\$23,933	\$37,035	\$37,035	\$22,817	\$22,817	\$41,938	\$41,938	\$125,723	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362	
STATE	STIP (Including Augmentation)	\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362	
ST	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1B Traffic Congestion Relief Program	\$349 \$0	\$349 \$0	\$239 \$922	\$239 \$922	\$55,184 \$0	\$55,184 \$0	\$302 \$0	\$302	\$56,074	
	Other (State)	\$5,699	\$5,699	\$696	\$696	\$290	\$290	\$0	\$0 \$0	\$922 \$6,685	
	State Total	\$34,045	\$34,045	\$45,041	\$45,041	\$97,057	\$97,057	\$110,623	\$110,623	\$286,766	
	Bus and Bus Related Grants (5309c)	\$475	\$475	\$0	so	\$0	\$0	\$0	\$0	\$475	
	Elderly and Disabled Transportation Program (5310)	\$89	\$89	\$0	\$0	\$0	\$0	\$0	\$0	\$89	
	Job Access and Reverse Commute Program (5316)	\$212	\$212	\$ 155	\$155	\$0	\$0	\$0	\$0	\$367	
NSI	127 12	1									
5	New Freedom (5317)	\$63	\$63	\$63	\$63	\$0	\$0	\$0	\$0	\$126	
N.	Nonurbanized Area Formula Program (5311)	\$178	\$178	\$0	\$0	\$0	\$0	\$0	\$0	\$178	
FEDERAL TRANSIT	Urbanized Area Formula Program (5307)	\$7,678	\$7,678	\$7,857	\$7,857	\$8,014	\$8,014	\$8,175	\$8,175	\$31,724	
T.	ARRA - 5307	\$8,206	\$8,206	so	\$0	\$0	\$0	\$0	\$0	\$8,206	
	ARRA - 5311	\$279	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279	
	Federal Transit Total	\$17,180	\$17,180	\$8,075	\$8,075	\$8,014	\$8,014	\$8,175	\$8,175	\$32,959	
	Federal Highway Discretionary Programs						THE RESERVE SHOWS		PODOTANIA AND AND AND AND AND AND AND AND AND AN	WCD TOCKY TAXABLE	
	High Priority Projects (HPP)	\$1,883	\$1,883	\$3,580	\$3,580	\$0	\$0	\$0	\$0	\$5,463	
	High Risk Rural Road (HRRR)	\$982	\$982	\$476	\$476	\$0	so	\$0	\$0	\$1,458	
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Federal Highway Discretionary)	\$116	\$116	\$587	\$587	\$0	so	\$0	\$0	\$703	
	Subtotal	\$2,981	\$2,981	\$4,643	\$4,643	\$0	\$0	\$0	\$0	\$7,624	
>	Federal Highway Non-Discretionary Programs	Silk Sand State Routh to Sand St	myst ett Samuri va Klaik, praestatjonis	Statement Code on Later Conference and Con-	and the second s	Annual of the State of State o	P. James and Phys. Letter 2 Lates	Disect Annual Section (All Sections of Assessment of	The court was any binness town, and the safe.	SHOWN THE SHALLOW AND	
FEDERAL HIGHWAY	Highway Bridge Program (HBP)	\$19,154	\$19,154	\$4,991	\$4,991	\$5,816	\$5,816	\$2,335	\$2,335	\$32,296	
HIG	Highway Safety Improvement Program (HSIP)	\$624	\$624	\$69	\$69	\$1,280	\$1,280	\$961	\$961	\$2,934	
ER	Safe Routes to School (SRTS) (SAFETEA-LU)	\$902	\$902	\$379	\$379	\$0	so	\$393	\$393	\$1,674	
딢	Surface Transportation Program (Regional)	\$2,980	\$2,980	\$0	\$0	\$549	\$549	\$0	\$0	\$3,529	
	American Recovery and Reinvestment Act (ARRA) RSTP	\$19,455	\$19,455	\$0	\$0	\$0	\$0	\$0	\$0	\$19,455	
	American Recovery and Reinvestment Act (ARRA) TE	\$0	\$0	\$568	\$568	\$0	\$0	\$0	\$0	\$568	
	Stim2 - State	\$0	\$0	\$0	\$8,536	\$0	\$0	\$0	\$0	\$8,536	
PROPRO	Stim2 - Local	\$0	\$0	\$0	\$10,281	\$0	\$0	\$0	\$0	\$10,281	
	Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	
	Subtotal	\$43,115	\$43,115	\$6,007	\$24,824	\$7,645	\$7,645	\$6,189	\$6,189	\$81,773	
	Federal Highway Total	\$46,096	\$46,096	\$10,650	\$29,467	\$7,645	\$7,645	\$6,189	\$6,189	\$89,397	
	FEDERAL TOTAL	\$63,276	\$63,276	\$18,725	\$37,542	\$15,659	\$15,659	\$14,384	\$14,364	\$122,356	
	the state of the s	RESIDENCE OF THE PARTY OF THE P	CONTROL OF THE PARTY OF THE PARTY.	MESSESSIE COLUMN	CONTRACTOR STATE	THE STREET STREET	CHARLEST THE PROPERTY OF THE PARTY OF THE PA	BELDES MANAGEMENT LAND	Contract to the second	Name of the last	

NOTES:

Local: Sublotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zwo" or not applicable.

State: Sublotal is a sum of SHOPS, STEP, TCRP, STAC Carryover and Other, STIP TE data not separately available for the MTC 2030 RTP.

The category of 'Other (State)' includes: LBTP and RSTP State Exchange Funds.

Federal: Overall federal sublotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.)

The category of 'Other (Federal Highway Discretionary)' includes: SEC 117. Surface Transportation Projects.
The category of 'Other (Federal Highway Non-Discretionary)' includes: Local HES and Office of Traffic Safety Funds
Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: Santa Barbara County Association of Governments

AMENDMENT #: 22 (Differences between Amendment #18 and Amendment #21)

		REVENUE VS. PROGRAMMED(DOLLARS X 1,000)								
	FUNDING SOURCE		08/09	2009/10		2010/11		201	1/12	CURRENT
98		Previous - 21	Current - 22	Previous - 21	Current - 22	Previous - 21	Current - 22	Previous - 21	Current - 22	TOTAL
	Other local - general fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	Sales Tax - county	\$0	\$0	\$0	\$0	\$0	\$0	\$0	so	\$0
2	Sales Tax - other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
_	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Highway Operations and Protection Program (SHOPP) SHOPP (Including Augmentation)	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
	SHOPP Prior	so	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Œ	STIP (Including Augmentation)	\$0	\$0	so	so	\$0	\$0	\$0	\$0	\$0
STATE	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	so	\$0
	Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (State)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
—	State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly and Disabled Transportation Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
÷	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ANS	New Freedom (5317)	so	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567
RAL	200 20 20	\$0	\$0			I			33	
E	Urbanized Area Formula Program (5307)	55.00	2001	\$0	\$0	\$0	\$0	\$0	\$0	\$0
u.	ARRA - 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	so	\$0
	ARRA - 5311	S0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567
	Federal Highway Discretionary Programs								4,000	
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	so	\$0	so	\$0	\$0	\$0	\$0	\$0
		1000	8865		522 V		3220			
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	so	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AY	Federal Highway Non-Discretionary Programs									
HIGHWAY	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	so	\$0	\$0	\$0	\$0	\$0	\$0	\$0
₹	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	so	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ш		53.09	500		550A0.	30000	9.00		100000	
	American Recovery and Reinvestment Act (ARRA) RSTP	\$0	\$0	\$0	so	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (ARRA) TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Stim2 - State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Stim2 - Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FEDERAL TOTAL	\$0	50	\$183	\$183	\$189	\$189	\$195	\$195	\$667
	GRAMMED TOTAL	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195	\$567

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

State: Subtotal is a sum of SHOPS, STEP, CROP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP. The category of "Other (State)" includes: LSTP and RSTP State Exchange Funds.

Federal: Ownit federal aubtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public tands discretionary (i.e., ferrest highways, park reads etc.)

The category of 'Other (Federal Highway Discretionary)' includes: SEC 117 Surface Transportation Projects
The category of 'Other (Federal Highway Non-Oiscretionary)' includes: Local HE's and Office of Traffic Salety Funds
Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided

A RESOLUTION OF THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

AMENDING THE 2009 FEDERAL)	
TRANSPORTATION IMPROVEMENT)	RESOLUTION NO. 10-08
PROGRAM TO ADD PROJECTS)	*
FUNDED THROUGH JOBS FOR MAIN STREET)	<u> </u>
ACT OF 2010)	

WHEREAS, Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the preparation and updating of a Federal Transportation Improvement Program (FTIP) by the Metropolitan Planning Organization; and

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has been designated as the Metropolitan Planning Organization for Santa Barbara County; and

WHEREAS, SBCAG, through the conduct of a continuing, comprehensive, and coordinated transportation planning process with applicable federal requirements, has prepared a 2009 FTIP; and

WHEREAS, the 2009 FTIP has been prepared in cooperation with state and local government agencies including Caltrans, local transit operators; and the Air Pollution Control District; and

WHEREAS, the 2009 FTIP must be consistent with the Regional Transportation Plan adopted pursuant to Government Code Section 6508; and

WHEREAS, the 2009 FTIP projects have been developed from the 2001 RTP, 2003 CMP, 2004 MTP, 2008 RTP, and the 2008 STIP; and

WHEREAS, all projects proposed for federal funding or approval under Title 23 Code of Federal Regulations and the Federal Transit Act must be included in a transportation improvement program; and

WHEREAS, because Santa Barbara County attained the federal eight-hour ozone standard, it is no longer required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

WHEREAS, the 2009 FTIP was made available for public review and members of the public were given a reasonable opportunity to review the 2009 FTIP before it was adopted by the SBCAG Board on July 17, 2008; and

WHEREAS, revisions to the FTIP requested by Caltrans in order to incorporate the FTIP into the statewide FTIP by the end of the federal fiscal year were adopted by the SBCAG Board on July 17, 2008 after public review;

WHEREAS, the 2009 FTIP is financially constrained and funds needed to complete the 2009 FTIP are reasonably expected to be available.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors amends the 2009 FTIP to include the changes identified in the Staff Report Item 10, February 18, 2010.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that development of the 2009 FTIP was made in accordance with public involvement procedures originally adopted by SBCAG on November 10, 1994 and updated on March 24, 2002 and December 20, 2007; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that 2009 FTIP is consistent with metropolitan planning regulations from 23 Code of Federal Regulations Part 450; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that the amended 2009 FTIP is consistent with the 2008 RTP.

BE IT FURTHER RESOLVED that the 2009 FTIP as amended is financially constrained and funds needed to complete the 2009 FTIP are reasonably expected to be available.

BE IT FURTHER RESOLVED that because Santa Barbara County attained the federal eight-hour ozone standard, the 2009 FTIP is not required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

BE IT FURTHER RESOLVED that the inclusion of any federally-funded projects in the 2009 FTIP, including all amendments, constitutes the federal project selection procedures for Santa Barbara County, and any projects programmed in the FTIP may proceed to implementation without further project selection action by SBCAG.

PASSED AND ADOPTED this 18th day of February 2010 by the following vote:

AYES:

SUPERVISORS FARR, CENTENO, MAYORS LAVAGNINO, ALVAREZ, SIMINSKI POINTER, SCHNEIDER, COUNCIL MEMBERS, SAVATE, ACTUAL ACTUAL

POINTER, SCHNEIDER, COUNCILMEMBERS SKYTT, ACEVES, VICE CHAIR ARMENDARIZ

NOES:

ABSENT: SUPERVISORS CARBAJAL, WOLF AND GRAY

ABSTAIN:

ATTEST:

Jim Kémp

Executive Director

R Salud Carbajal, Chair Santa Barbara County

Association of Governments

APPROVED AS TO FORM

Steve Underwood

Chief Assistant County Counsel